




Downtown West



Amendments to the 2014 Diridon Station
Area Plan

October 7, 2020

Downtown West Overview of Diridon Station Area Plan (DSAP) Amendments

Google's Downtown West Mixed-Use Plan ("Downtown West") project proposes to develop approximately 81 acres of property¹ within Downtown San Jose and more specifically, the Diridon Station Area Plan (DSAP) boundary. Downtown West builds upon the core DSAP goals and objectives to create a dynamic mixed-use urban neighborhood anchored by a world-class transportation hub and proximity to Downtown, while re-envisioning the site to add a greater mix of uses, specifically increasing the amount of residential within Downtown West six-fold over existing capacity within the project boundary, and adding an integrated open space network.

The development of Downtown West will require amendment to the DSAP among other project approvals. The following table identifies a non-exhaustive list of key categories of project sponsor initiated DSAP amendments required for Downtown West. As further described below, the categories of DSAP amendments include, but are not limited to: expansion of the DSAP boundary to bring all of Downtown West into the DSAP area; removal of references to the ballpark; conforming amendments to the land use classifications to establish consistency with the General Plan; and clarification regarding the applicability of certain DSAP provisions to Downtown West, including but not limited to open space, circulation, public art, and parking.

The proposed amendments described in this memo are not intended to be exhaustive. The table below is intended to identify key categories of amendments that will be required for Downtown West.

Key Amendments	
Final Plan Introduction (Chapter 1)	<ul style="list-style-type: none"> Amend Chapter 1 to be consistent with Downtown West DSAP amendments. Section 1.1 (Executive Summary): This section should be updated to address Google's Downtown West Mixed-Use Project, the decision not to proceed with the ballpark, address "related" and "companion" documents, and make other conforming amendments to ensure consistency with Downtown West. Section 1.2 (Project Goals and Objectives). The primary project objectives identified in this section likely do not need to be amended. Certain other text amendments are necessary to align with Downtown West (e.g. acreage of DSAP area). Figure 1-2-1 should be revised and Figure 1-2-2 could be deleted. Section 1.3 (Planning Process and Schedule). This section will require limited text amendments to discuss the planning process for the Downtown West DSAP amendments. Section 1.4 (Emerging Themes and Goals): The themes and goals likely do not need to be amended. Section 1.5 (Constraints and Assumptions): This section will need to be revise the constraints to align with

¹ General Plan Amendments, including amendments to the DSAP, are proposed for approximately 81 acres. The 81 acres includes property owned by VTA near the intersection of West Santa Clara Street and Cahill Street and slightly differs from the Project Boundary shown in the EIR and Planned Development Permit

	<p>Downtown West. This will require removal of references to the ballpark, text amendments to align with General Plan amendments including General Plan policies; and removal of the paragraph regarding the new community park at the existing Fire Department training yard.</p>
DSAP Boundary (Throughout)	<ul style="list-style-type: none"> • Revise text to expand the DSAP boundary to include Block E, which will bring all of Downtown West into the DSAP boundary. • Revise all diagrams that currently delineate the DSAP boundary to show the expanded DSAP boundary. As appropriate, identify the Downtown West boundary in certain figures.
Downtown West / Land Use Classifications (Section 2.1)	<ul style="list-style-type: none"> • Re-designate the project site Downtown and Commercial Downtown consistent with General Plan amendments. The re-designation of the project site will require amendments to Figure 2-2-1 and to the text of most Land Use Classifications described in Section 2.1. <p>Certain text amendments to the land use classifications only require amendment to location while others will also require substantive amendments to establish consistency with the General Plan. For instance, Downtown and Commercial Downtown need amendment for both locations and substance; Urban Village needs no amendment; Transit Employment Center needs amendment for location and possibly for terminology (e.g., potential deletion of “Innovation Area of Diridon”); Combined Industrial/Commercial needs amendment for location only; Transit Residential, Urban Residential & Residential Neighborhood need no amendment.</p>
Removal of Ballpark References (Throughout)	<ul style="list-style-type: none"> • The formerly proposed ballpark is within the project site. The DSAP amendment will require amendments to text and all figures currently showing the ballpark to remove the proposed ballpark. Remove references to the ballpark or revise text to clarify that the ballpark is not proceeding, and modify figures to remove ballpark and instead describe/show Downtown West.
Text and Figures showing 3 Primary Zones (Section 2.2)	<ul style="list-style-type: none"> • The 3 Primary Zone character descriptions do not reflect planned development of Downtown West and allocation of land uses (e.g. DSAP states that Central Zone will include retail, commercial and entertainment uses while Downtown West contemplates residential uses). The text of the Primary Zones will need to be amended to align with Downtown West. Figure 2-2-2 is duplicative and will be removed.
“Test Fit” (Section 2.2)	<ul style="list-style-type: none"> • The “Test Fit” is now obsolete and a new test fit would be beyond the scope of the Downtown West DSAP amendments. The “Test Fit” model was a historical

	<p>planning tool used for determining the development program to be studied under the DSAP EIR, which has since been replaced by the Downtown Strategy 2040 EIR. References and conceptual renderings of the Test Fits are proposed to be removed throughout the DSAP.</p>
Open Space and Landscape (Section 2.3)	<ul style="list-style-type: none"> • The text and figures of the open space plan are inconsistent with Downtown West (e.g. there is no single Community Park, location of green fingers). Revise text and diagrams to make consistent with Downtown West. • Consider limiting any duplication of text and figures between DSAP and DWDSG for Downtown West open space plan to minimize inconsistency between GDP and DSAP (e.g. include text and figure that shows outline of Downtown West PD Zone and refer to DWDSG). • Section 2.4 (Public Plaza) likely will not require amendment.
Access and Circulation (Sections 2.5 and 2.6)	<ul style="list-style-type: none"> • Include language clarifying that DISC process is occurring and the transportation strategies “recommended for the Diridon Station Area Final Plan” are conceptual and illustrative. • Section 2.5 describes the preferred station alternative with certain plan level figures and diagrams of the station that is adjacent to Downtown West. Language should be included in Section 2.5 that clarifies that the DISC process is ongoing and the section contains alternatives that were intended to be planning tools for the 2014 DSAP. • Figure 2-6-4 includes “final plan land uses for the Diridon Station Area Plan” that does not reflect Downtown West. This figure needs to be removed or revised to be consistent with Downtown West. • Include language indicating that Downtown West’s transportation and circulation plan are in DWDSG.
Street Connections, Transportation and Circulation	<ul style="list-style-type: none"> • Revise text and diagrams to make consistent with Downtown West. • Consider limiting text and figures for Downtown West transportation plan to minimize inconsistency between GDP and DSAP (e.g. include text and figure that shows outline of Downtown West PD Zone and refer to DWDSG).
Design Guidelines (Chapter 3)	<ul style="list-style-type: none"> • Amendments required to clarify which design guidelines need to be amended for Downtown West (e.g. building heights), and relationship between DSAP, DDG, and DWDSG. <ul style="list-style-type: none"> o Building Heights: Maximum building heights for the Downtown West area will need to be amended to be consistent with GDP / DWDSG.

	<ul style="list-style-type: none"> o Mix of Uses (p. 3-17): Revise to be consistent with Downtown West. Current language relies on Sub-Area zones which do not reflect current land use allocation of Project. o Street Parking (p. 3-22): Revise to include text indicating that parking requirements are set forth in DWDSG. o Signage / Public Art (p. 3-32): Revise to include text indicating that signage and public art requirements are set forth in DWDSG. o District Character (p. 3-34): Consider deleting this section; if not deleted, revise to reflect revisions to the Primary Zones in section 2.1.
Public Open Space (Section 3.3)	<ul style="list-style-type: none"> • See above. The text and figures of the open space plan are inconsistent with Downtown West (e.g. there is no single Community Park). Revise text and diagrams to make consistent with Downtown West. • Consider limiting text and figures for Downtown West open space plan to minimize inconsistency between GDP and DSAP (e.g. include text and figure that shows outline of Downtown West PD Zone and refer to DWDSG).
Streetscapes (Section 3.4)	<ul style="list-style-type: none"> • Revise street typologies to be consistent with General Plan and Downtown West. Requires text and figure amendments. • Figure 3-4-1 should be amended to reflect Downtown West. The text describing the street typologies should be further refined to clarify that street design is governed by the Complete Streets Standards and Guidelines, DWDSG and VTM, and the figures of the cross-sections (Figures 3-4-2 - 3-4-6) are illustrative.
Final Plan Maximum Build Out (Chapter 4)	<ul style="list-style-type: none"> • Include a statement indicating that: (1) this section has no regulatory effect; (2) Downtown West is not subject to this chapter; and (3) remove reference to materials that have been removed earlier, such as the Test Fit • Discussion with the City is required to determine appropriate treatment of figures and assumptions in Chapter 4 (maximum buildout capacity).
Population Predictions (Section 4.3)	<ul style="list-style-type: none"> • Revise to include additional growth allocation for Downtown West.
Other Recommended Clarifying Amendments	
Parking / Transportation Demand Management (Section 2.7)	<ul style="list-style-type: none"> • Include text amendments clarifying that Downtown West parking and TDM program are subject to requirements in EIR and other Project approvals.

Parking Supply and Demand (Section 2.8)	<ul style="list-style-type: none"> • Include text amendments clarifying that Downtown West parking requirements are subject to requirements in DA and other Project approvals. • Certain Figures may need to be amended to align with Downtown West.
Infrastructure Capacity and Demand (Section 2.9)	<ul style="list-style-type: none"> • Include text amendments clarifying that Downtown West infrastructure requirements are contained in the PD Zone / PDP / Downtown West Infrastructure Standards and Infrastructure Plan. • Certain Figures may need to be amended to align with Downtown West.
Affordable Housing (Section 2.10)	<ul style="list-style-type: none"> • Clarify that Downtown West affordable housing requirements are set forth in DA and other Project approvals.
Public Art (Section 2.11)	<ul style="list-style-type: none"> • Include text amendments clarifying that Downtown West public art requirements are set forth in the DWDSG. • Certain figures may need to be amended or further clarified that the figures are illustrative and conceptual.
Parking Supply (Section 4.2)	<ul style="list-style-type: none"> • Include text amendments clarifying that Downtown West parking requirements are set forth in the DA and other Project approvals.

In addition to text amendments, as identified above, certain figures may need amendment to ensure consistency within the document and with the Downtown West Project. The table below identifies the proposed action (amend, remove, or no change) to the Figures. Those identified for amendment have been included in this submittal.

Proposed Modifications to 2014 DSAP Figures		
Figure No.	Figure Name	Proposal
1-2-1	Diridon Station Area in Context	Amend
1-2-2	Diridon Station Area	Remove
2-1-1	Diridon Station Area - Final Land Use Plan	Amend
2-2-1	Primary Zones	Amend
2-2-2	Identity Zones	Remove
2-2-3	Test Fit Plan - Spaces and Places	Remove
2-2-4	Test Fit Plan - Building and Uses	Remove
2-2-5	Test Fit Plan - Spaces and Places - Northern Zone	Remove
2-2-6	Test Fit Plan - Building and Uses - Northern Zone	Remove
2-2-7	Test Fit Plan - Spaces and Places - Central Zone	Remove
2-2-8	Test Fit Plan - Building and Uses - Central Zone	Remove
2-2-9	Test Fit Plan - Spaces and Places - Southern Zone	Remove

2-2-10	Test Fit Plan - Building and Uses - Southern Zone	Remove
2-3-1	Landscaping and Open Space Strategy	Amend
2-3-2	Open Space Network and Street Connections	Remove
2-3-3	Existing East West Connections - Vehicular Emphasis	Amend
2-3-4	Existing East West Connections - Pedestrian and Bicycle Emphasis	Amend
2-3-5	Wider Context Open Space Network and Connectors	Remove
2-4-1	Central Square Plaza - Illustrative Plan	Amend
2-4-2	Triangular Plaza - Illustrative Plan	Amend
2-4-3	Linear Plaza - Illustrative Plan	Amend
2-5-1	Existing and Future Ridership	No Change
2-5-2	Space Program Needs	No Change
2-5-3	Underground Level Plan	No Change
2-5-4	Station Street Level Plan	No Change
2-5-5	Station Street Level Alternative Plan	No Change
2-5-6	Station Mezzanine Level Plan	No Change
2-5-7	High Speed Platform Level Plan	No Change
2-5-8	Underground High Speed Platform	No Change
2-5-9	Station Massing from Above	No Change
2-5-10	Station Massing Looking North	No Change
2-6-1	Modal Access	No Change
2-6-2	Transit Ridership Forecast	Remove
2-6-4	Land Use Areas	Amend*
2-6-5	Transportation Strategies - Walking and Bicycling	No Change
2-6-6	Transportation Strategies - Transit and Complete Streets	No Change
2-6-7	Walking Connections	Remove
2-6-8	Existing and Proposed Bicycle and Trail Facilities	Amend
2-6-9	Station Area Bicycle Parking Concentrations	Amend
2-6-10	Existing and Proposed Transit	Remove
2-6-13	Proposed New Street Connections	Amend
2-7-1	Residential Parking Permit Enforcement	No Change
2-7-2	Relationship between typical parking and Traffic Management Plans	No Change
2-7-3	Transportation Demand Strategies	No Change
2-8-1	Development Based Parking Demand by Land Use Category and Zone	Remove
2-8-2	Comparable Stations by Mode Split Goal	Remove
2-8-3	Diridon Station Transit Access Mode Split Goals and Parking Space	Remove
2-8-4	Diridon Parking Demand Summary	Remove
2-9-1	Water Usage	Remove
2-11-1	Art Zone Master Plan	Remove
2-11-2	Crossroads of Engagement	No Change
2-11-3	Crossroads of Innovation	No Change
2-11-4	Crossroads of Ecology	No Change
2-11-5	Potential Art Project Locations	No Change / NA
3-2-1	Building Heights	Amend
3-2-2	Typ. Sidewalk Zone in the Central District	Remove
3-3-1	Public Open Space Network	Remove

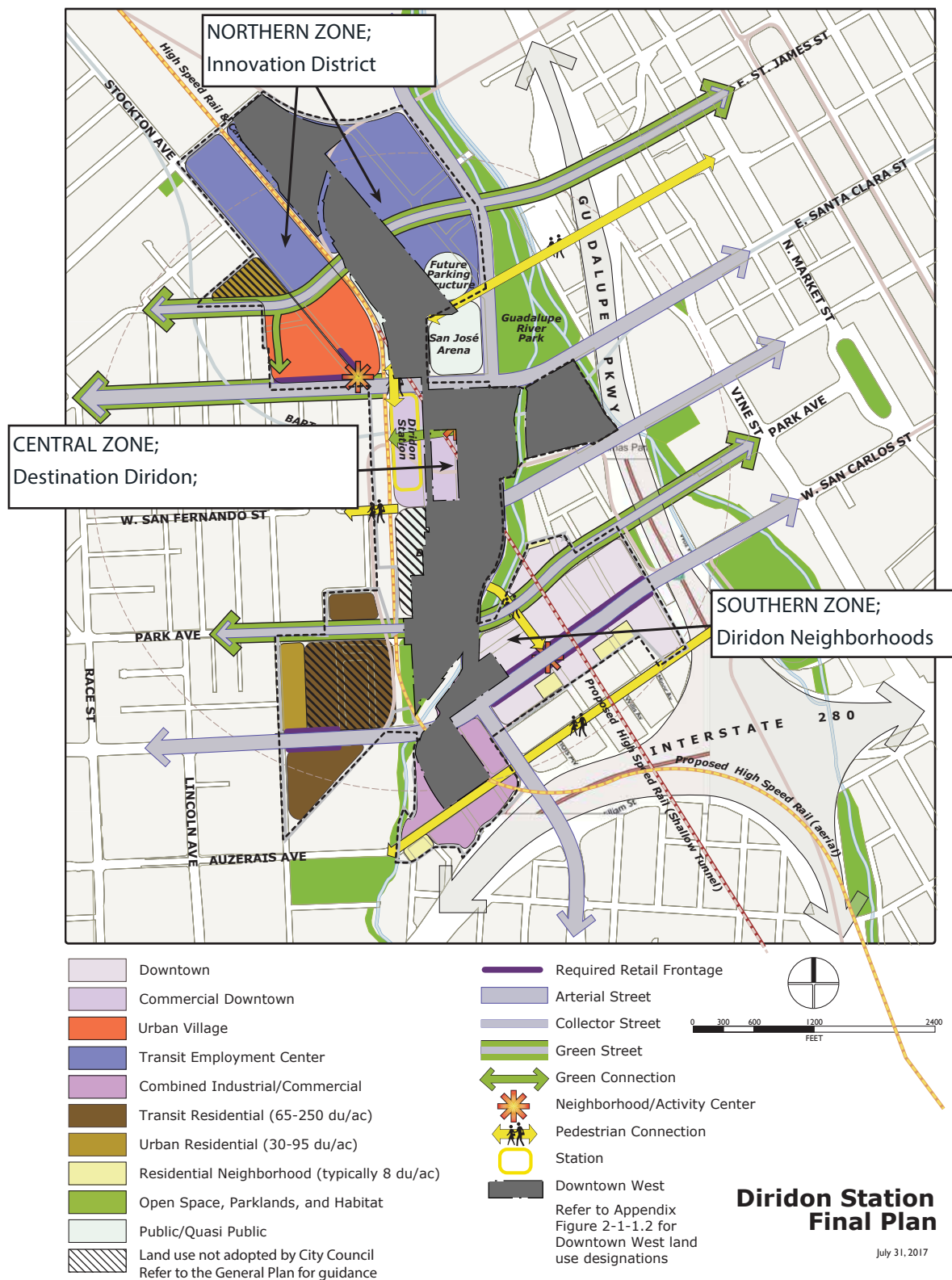
3-4-1	Proposed Street Typologies	Amend
3-4-2	Grand Boulevards	No Change
3-4-3	Main Street and On-Street Primary Bicycle Facilities	No Change
3-4-4	City Connector Streets	No Change
3-4-5	Local Connector Street	No Change
3-4-6	Residential Street, Bicycle Boulevard and Station Transit Streets	No Change
3-4-7	Underpasses	Amend
4-1-1	Northern Zone - Building Heights	Remove
4-1-2	Northern Zone - Maximum Build-out Totals by Block	Remove
4-1-3	Central Zone - Building Heights	Remove
4-1-4	Central Zone - Maximum Build-out Totals by Block	Remove
4-1-5	Southern Zone - Building Heights	Remove
4-1-6	Southern Zone - Maximum Build-out Totals by Block	Remove
4-1-7	Summary Maximum Build-out Totals	Remove
4-1-8	Opportunity Sites	No Change
4-1-9	FAA and ALUC Flight Path Height Restrictions Map	Amend
4-1-10	FAA and ALUC Flight Path Height Restrictions Map	Remove
4-2-1	Parking Supply Locations	Remove

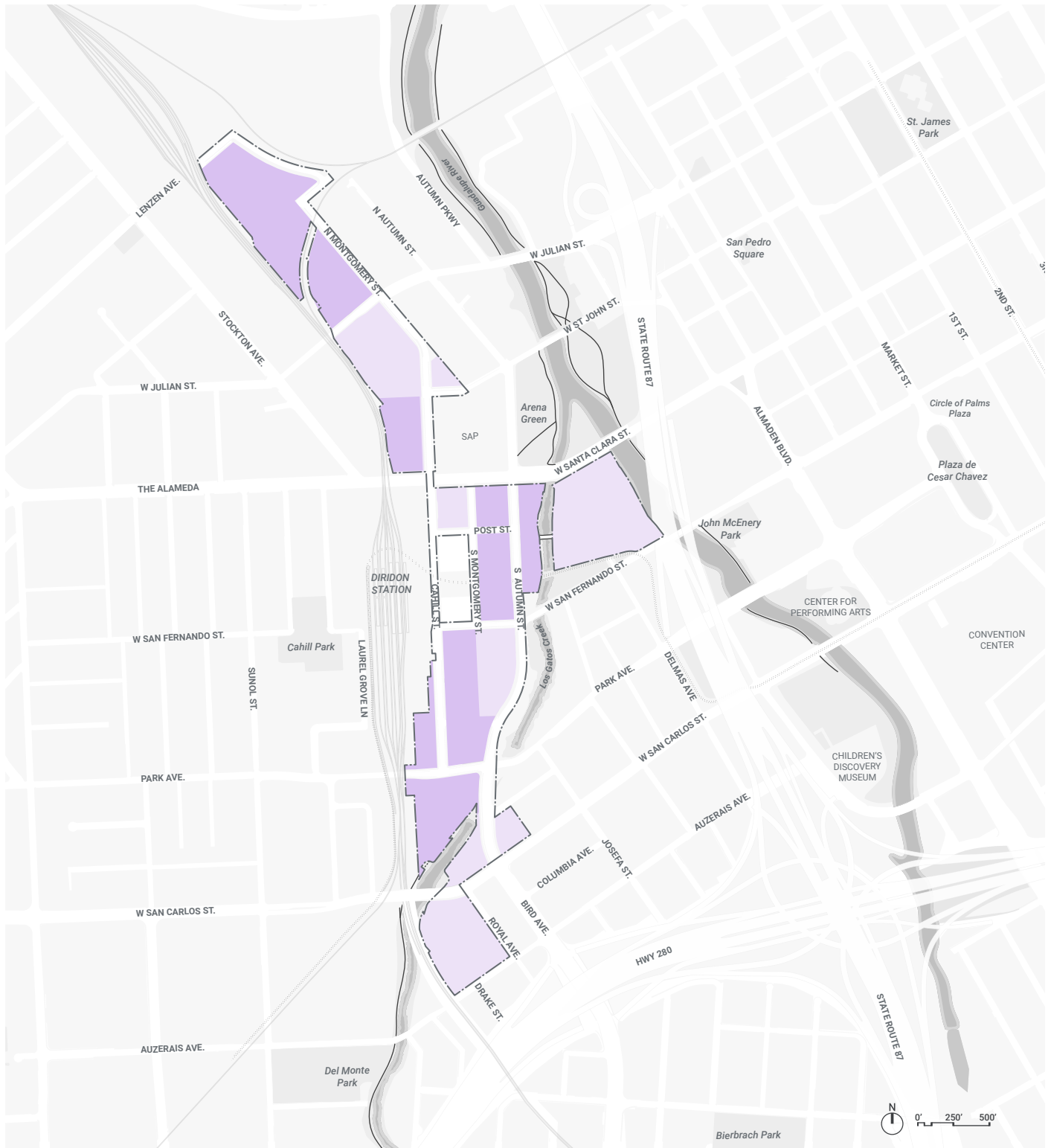
*Amended Figure pending

FIGURE I-2-1: DIRIDON STATION AREA IN CONTEXT



FIGURE 2-1-1.1: DIRIDON STATION AREA - FINAL LAND USE PLAN





Legend

- Downtown West
- Downtown
- Commercial Downtown

Downtown West Mixed-Use Plan

Appendix Figure 2-1-1.2
Downtown West Land Use Designations

FIGURE 2-2-1: PRIMARY ZONES



Aerial alignment through Diridon Station area provided by HSR Business Plan 11/11/11.

FIGURE 2-3-1: LANDSCAPING AND OPEN SPACE STRATEGY



FIGURE 2-3-3: EXISTING EAST WEST CONNECTIONS - VEHICULAR EMPHASIS

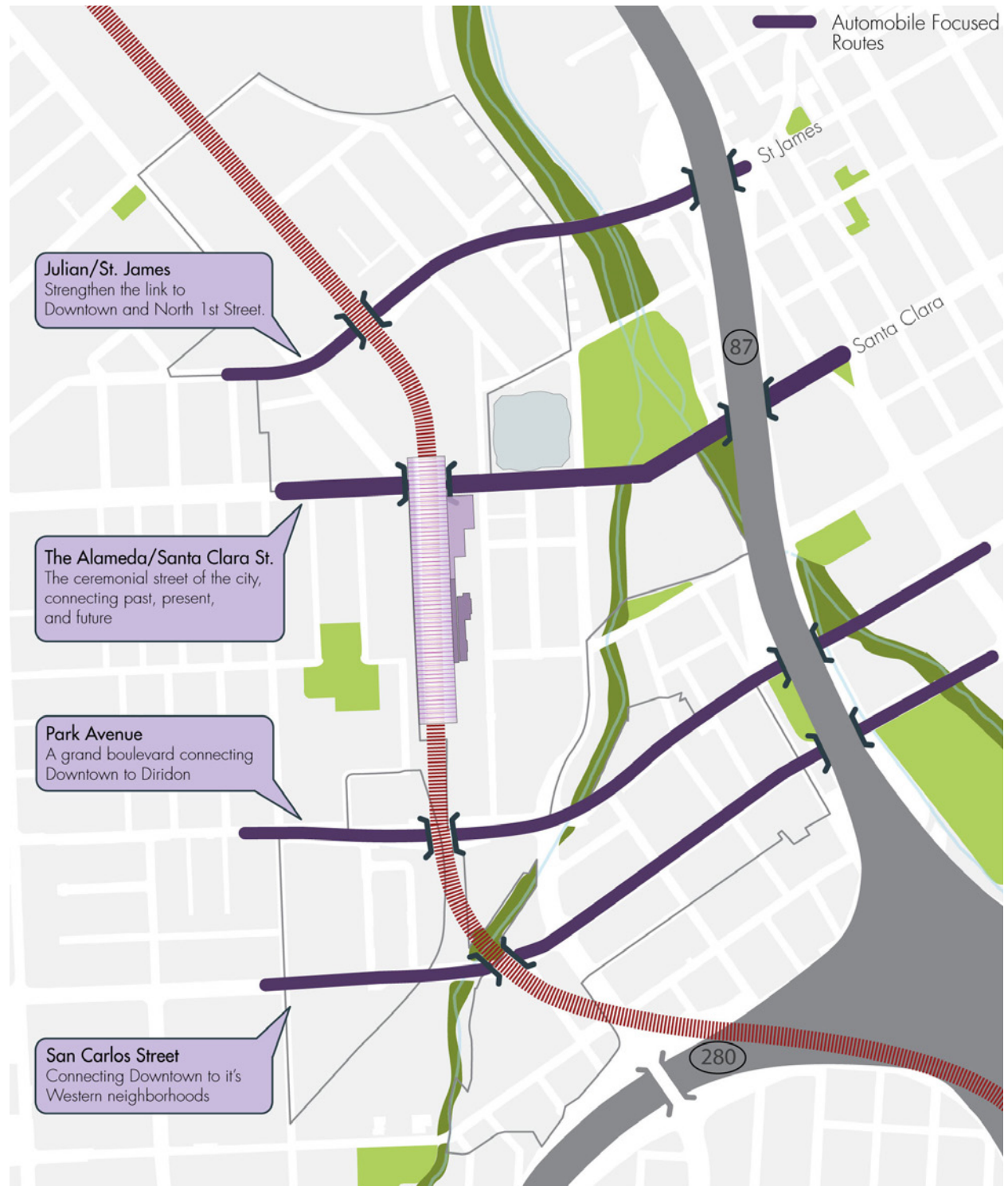
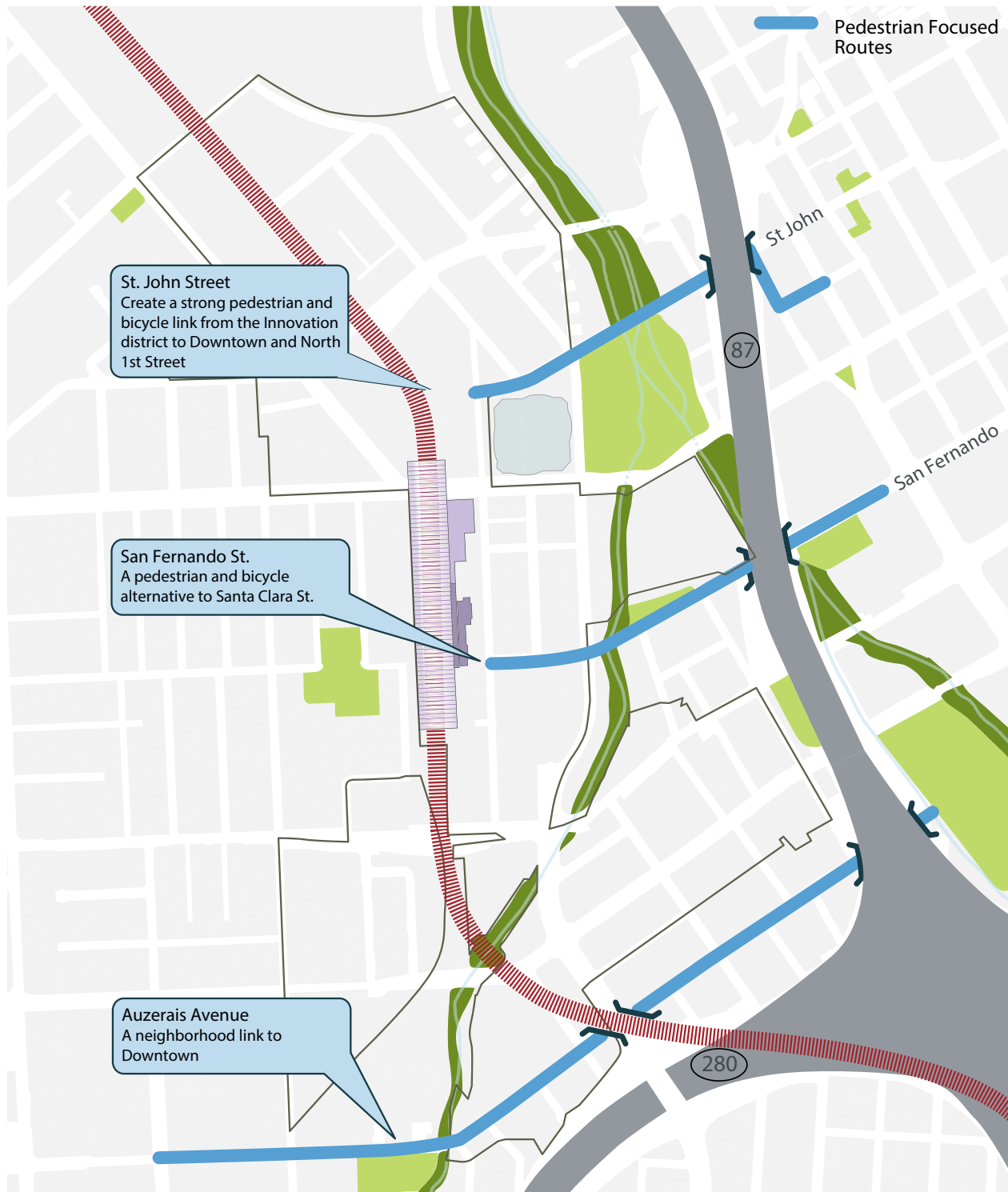


FIGURE 2-3-4: EXISTING EAST WEST CONNECTIONS - PEDESTRIAN AND BICYCLE EMPHASIS



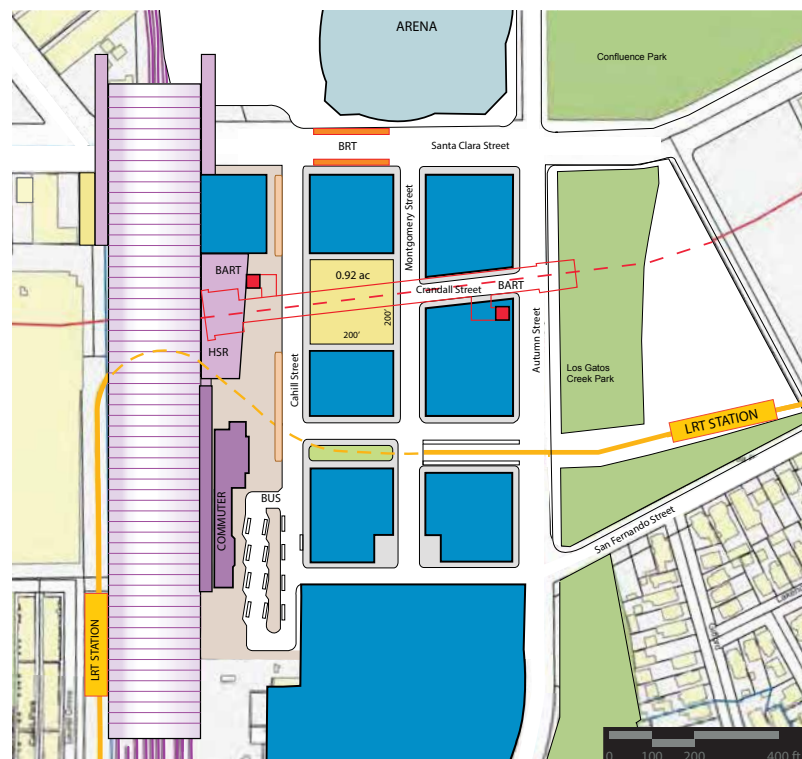


Union Station Plaza in Washington, DC

- Development Blocks
- Primary Plaza
- Station front plaza
- Drop-Off/ Taxi Areas
- Pedestrian Crossings/ Traffic Calming
- Green Network
- Existing Station Building
- New Terminal

and south front onto the plaza, allowing for ground floor uses to utilize and activate the plaza. The new station building leaves sufficient space for potential development on its north side, facing Santa Clara Street. Cahill Street remains the main access road to the station. With the plaza surrounded by streets on two sides and buildings on the other two sides, this concept emphasizes north-south vehicular circulation within the district and pedestrian

FIGURE 2-4-1: CENTRAL SQUARE PLAZA - ILLUSTRATIVE PLAN





Exchange Square in Manchester, UK, is a triangular-shaped plaza

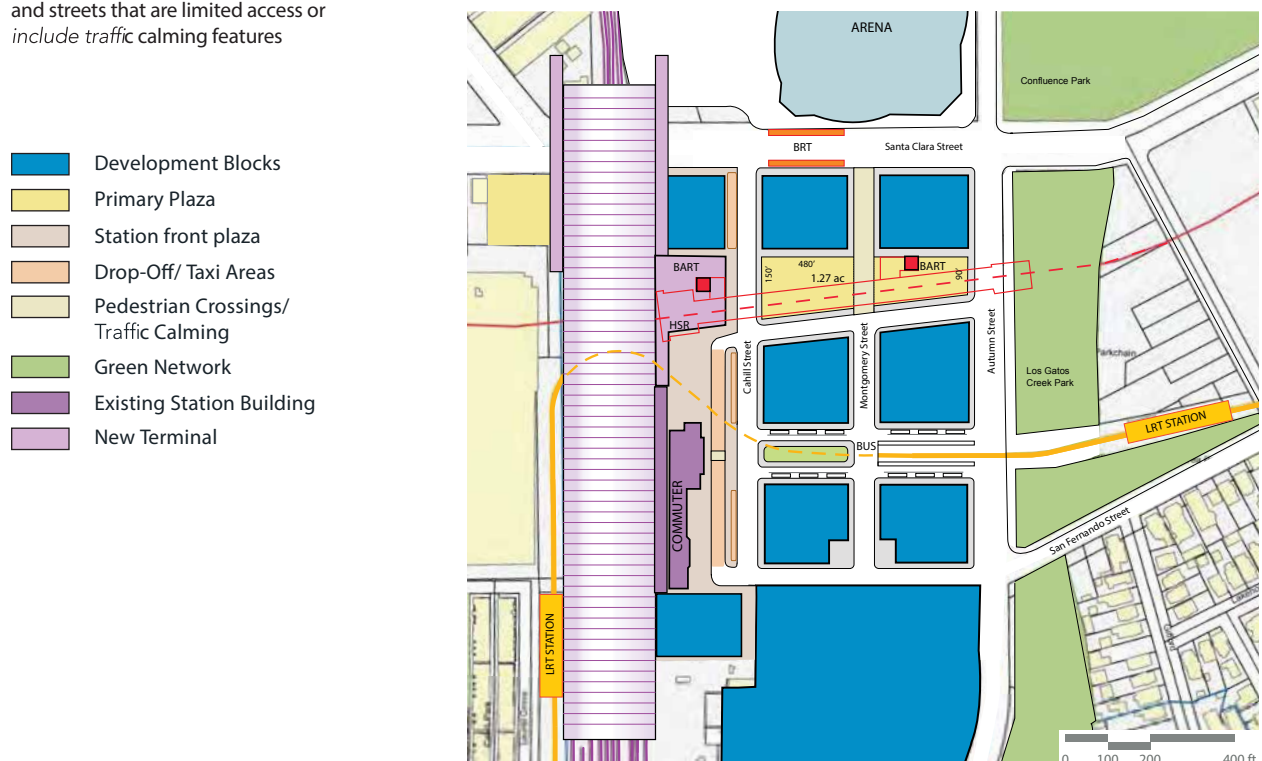


Schouwburgplein in Rotterdam, The Netherlands, is lined with buildings and streets that are limited access or include traffic calming features

TRIANGULAR PLAZA: ILLUSTRATIVE CONCEPT

This public space layout responds to the diagonal direction of the planned BART underground station by placing a similarly oriented east-west street on the south side of the plaza while maintaining an building edge parallel to Santa Clara Street on its north side. The triangular-shaped plaza makes a strong urban statement through its clear east-west orientation and serves as a generous connection between the station and Los Gatos Creek Park. It measures about 1.27 acres, with a maximum length of 150' and 90' on its short ends and an overall length of two blocks (approximately 480'). The new station building forms the visual terminus on the plaza's west side. The plaza is bisected by Montgomery Street, which can be designed to allow for limited access or temporary closure in order

FIGURE 2-4-2: TRIANGULAR PLAZA - ILLUSTRATIVE PLAN





The main plaza in front of the central station in Antwerp, Belgium



Pedestrian crossings in front of the central station in Frankfurt, Germany

- The long shape of the plaza allows for different zones and programming
- The northern portion of Montgomery Street can be designed for limited access or temporary closure
- The eastern BART entrances can be located on the plaza
- Development opportunity north of the new terminal building
- Multiple service access locations for event set-up and facilitation
- “Expose” the iconic terminal and create a grand boulevard
- Strong axis can reinforce a robust urban design framework

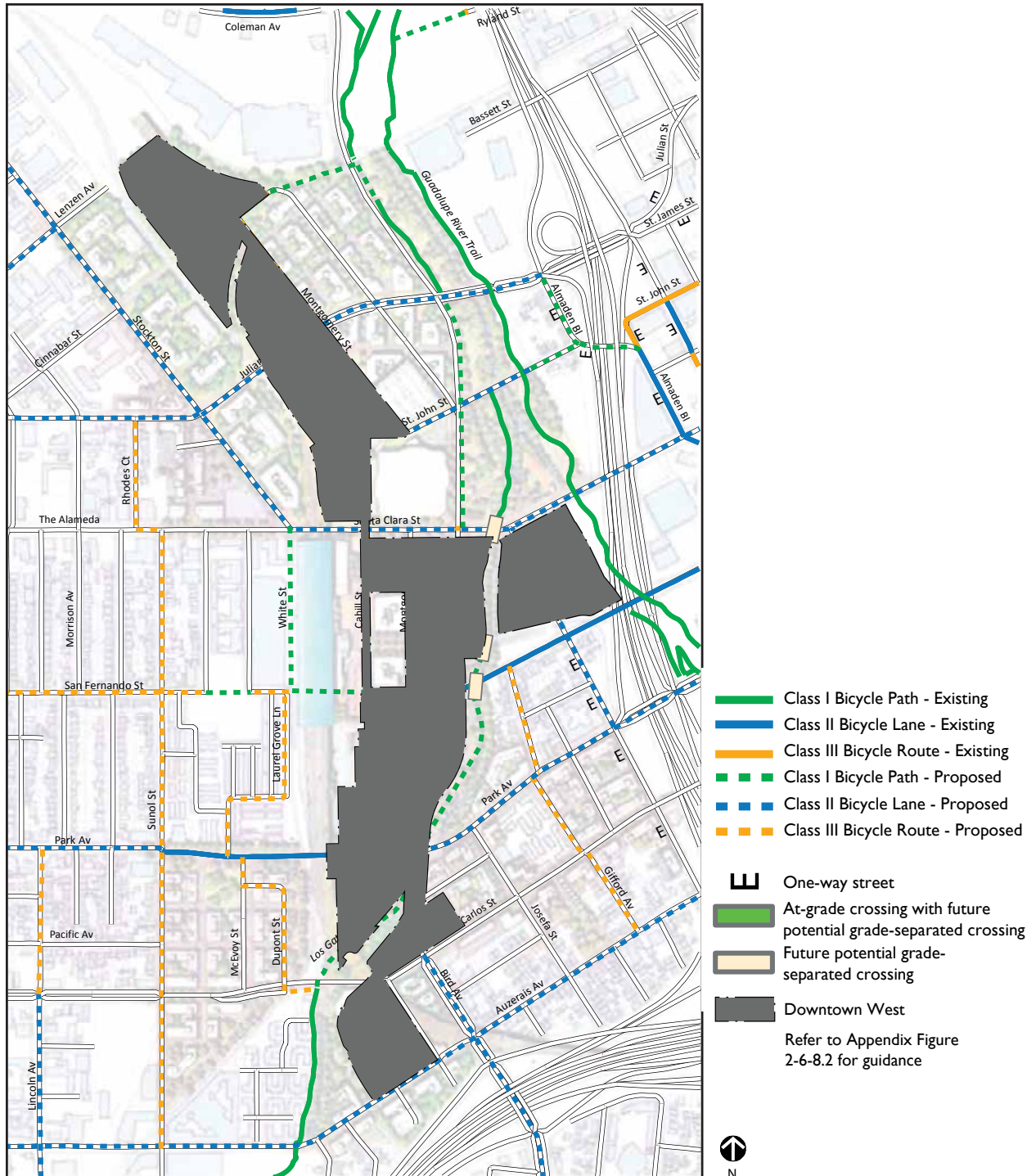
Triangular Plaza : Limitations

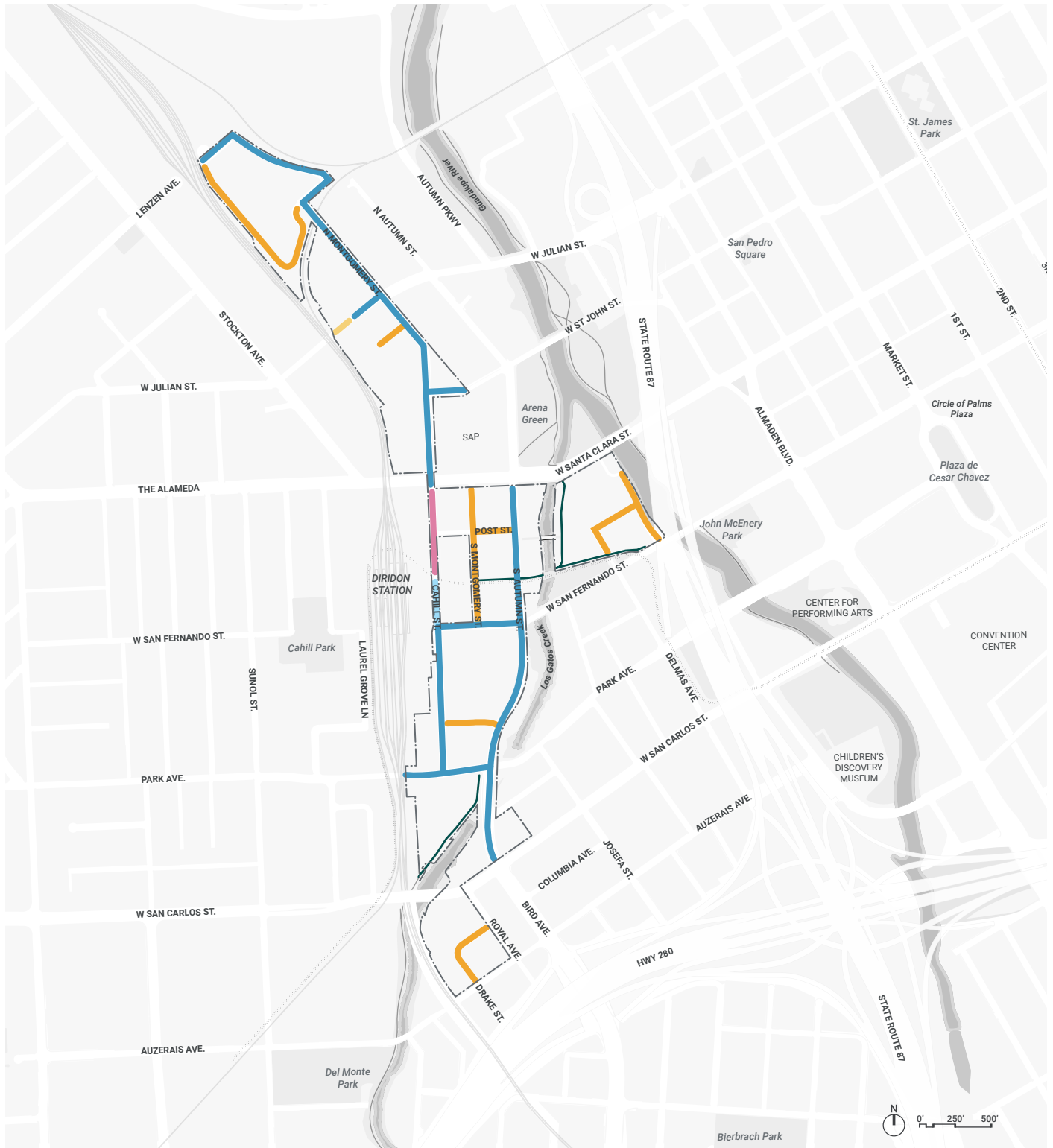
- Plaza is framed by buildings on three sides only

FIGURE 2-4-3: LINEAR PLAZA - ILLUSTRATIVE PLAN



FIGURE 2-6-8.1: EXISTING AND PROPOSED BICYCLE AND TRAIL FACILITIES





Downtown West Mixed-Use Plan

Appendix Figure 2-6-8.2
Downtown West Existing and Proposed Bicycle and Trail Connections

FIGURE 2-6-9: STATION AREA BICYCLE PARKING CONCENTRATIONS

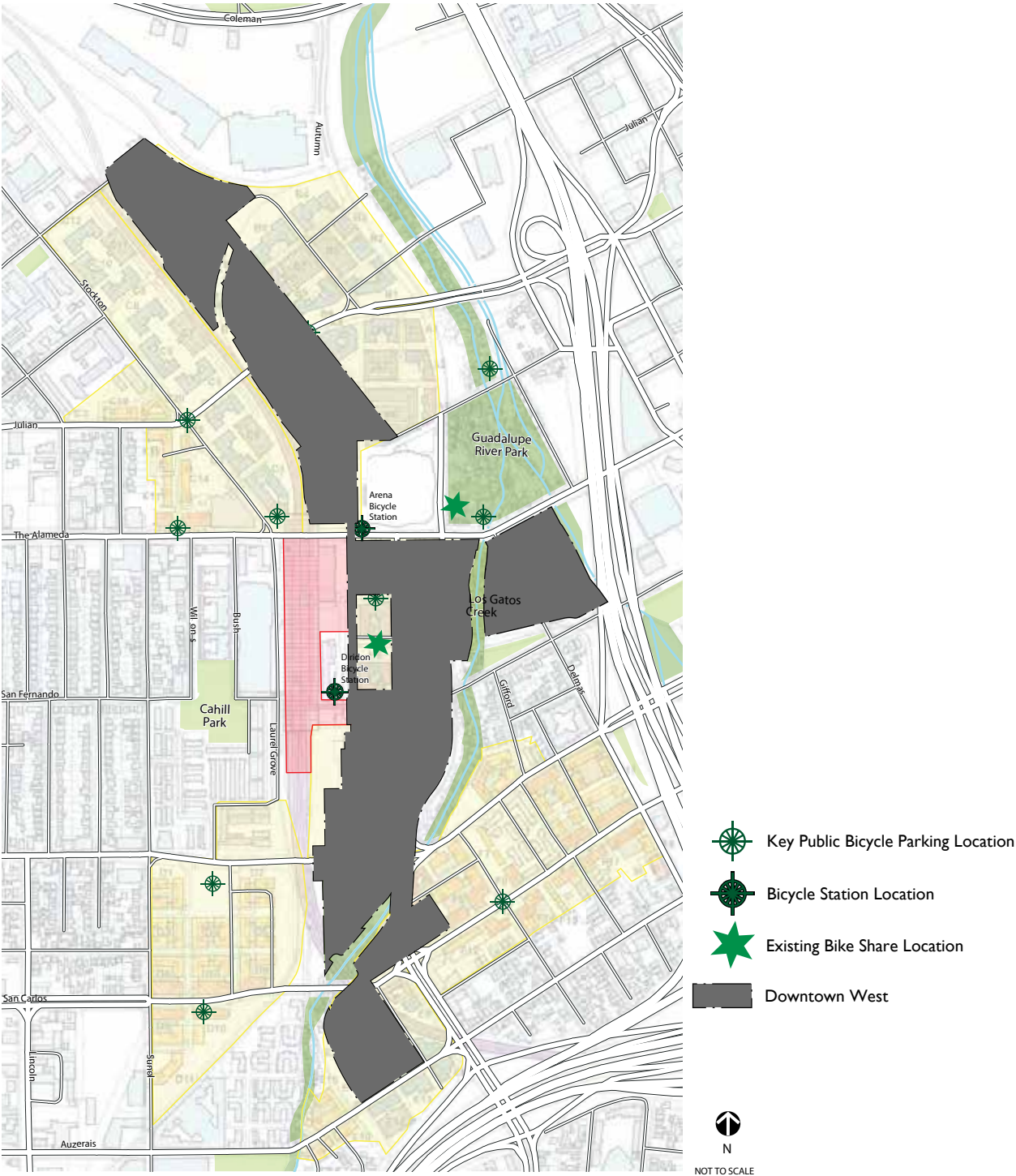
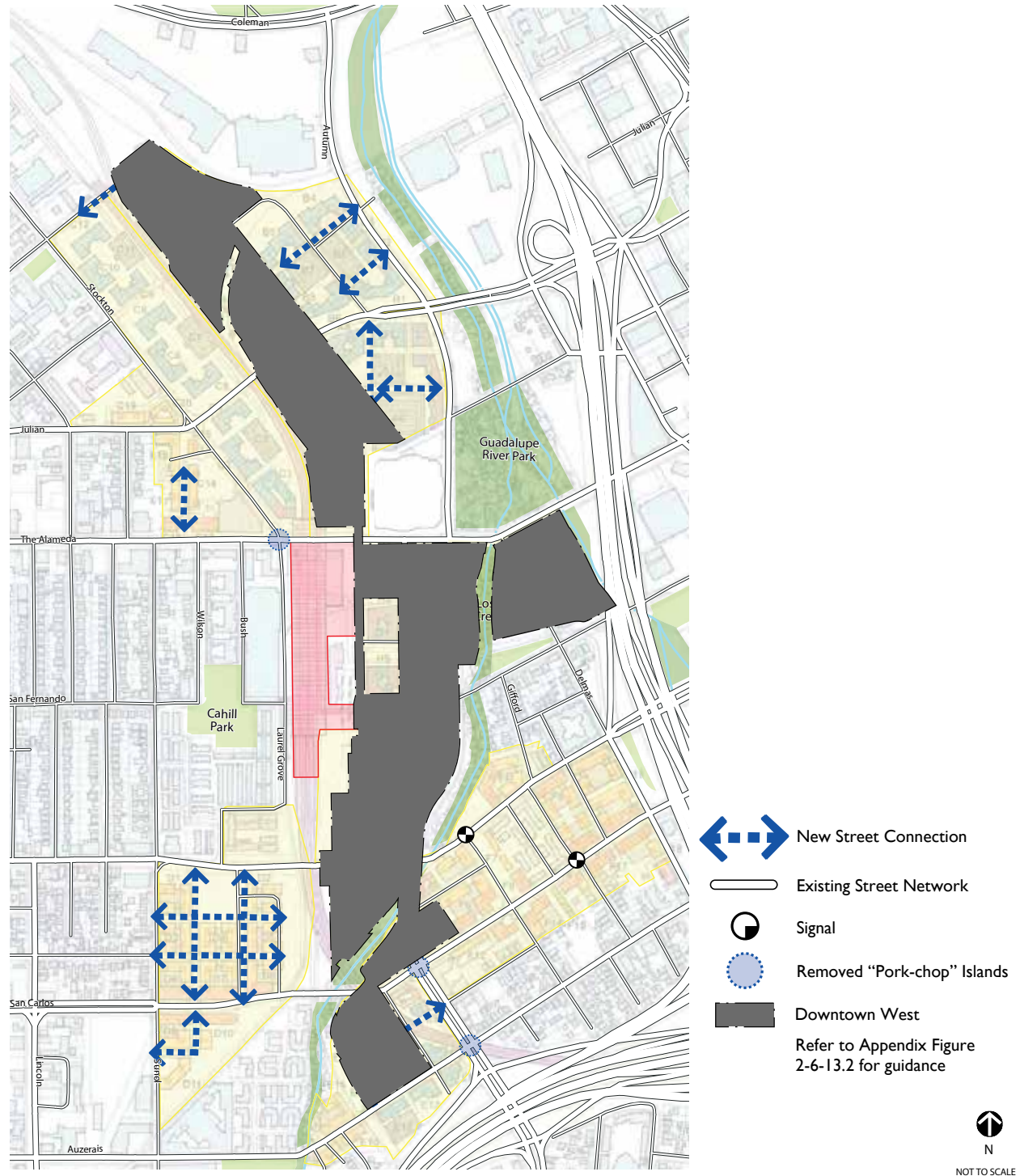
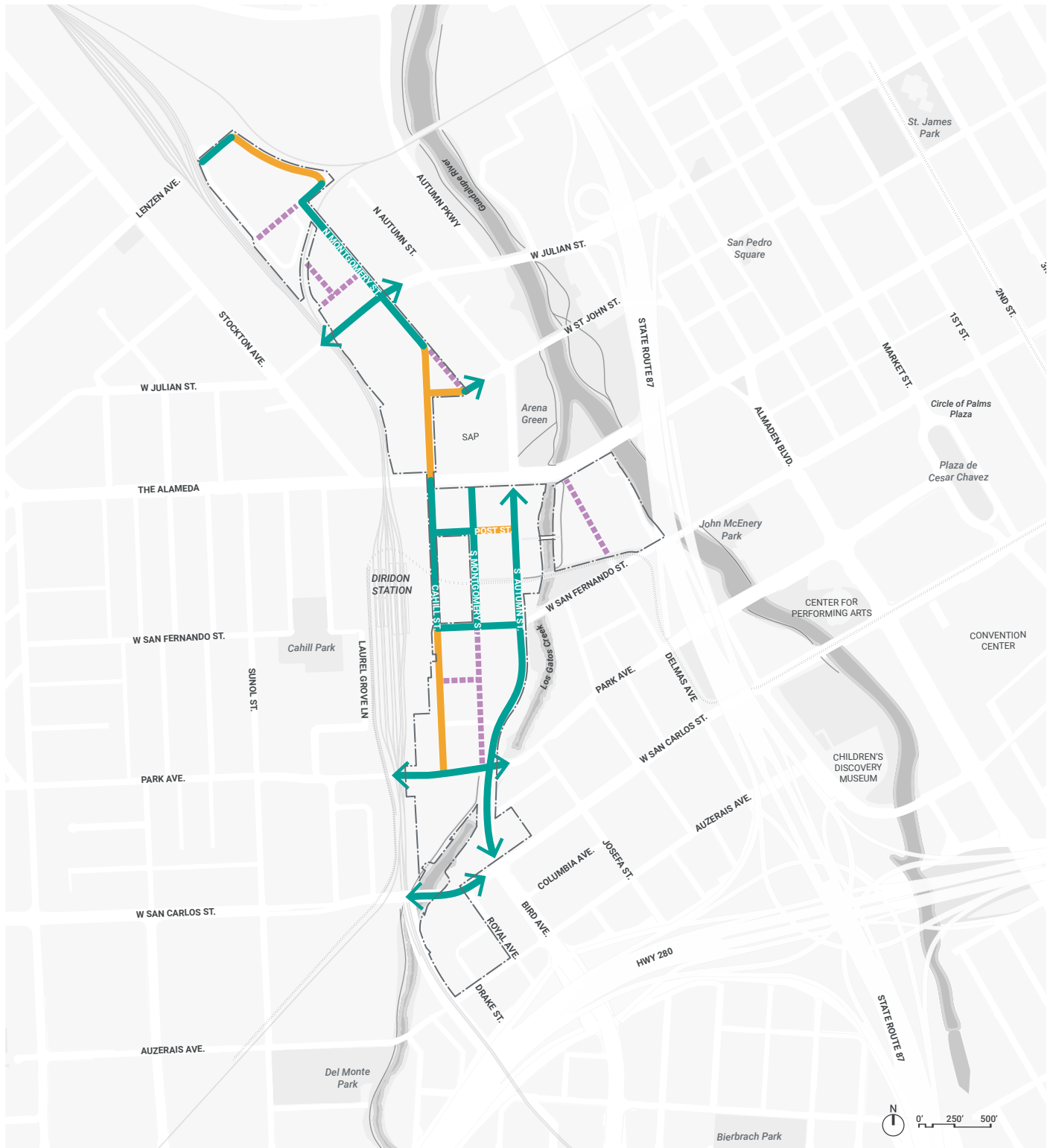


FIGURE 2-6-13.1: PROPOSED NEW STREET CONNECTIONS





Legend

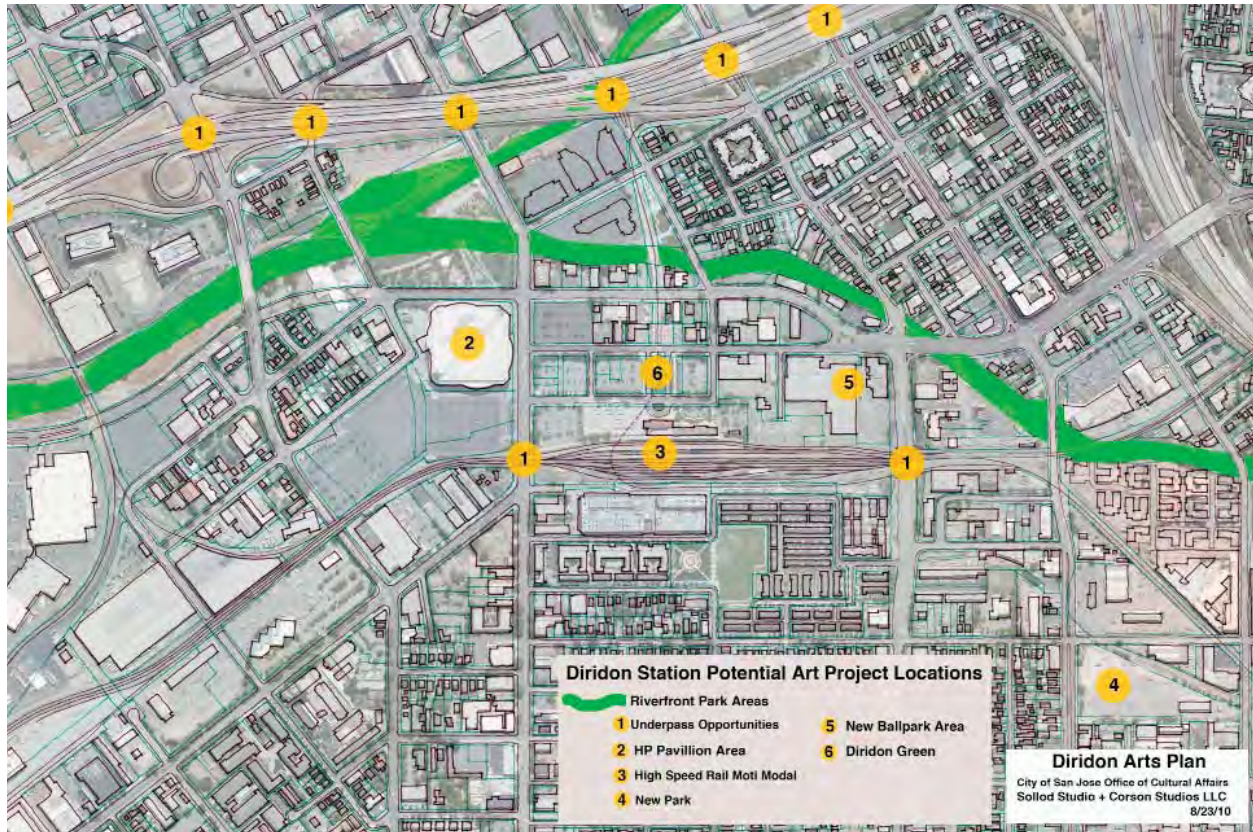
- Existing public street network
- New public streets
- - - Removed / relocated public streets

Downtown West Mixed-Use Plan

Appendix Figure 2-6-13.2
Downtown West Existing and Proposed Street Connections

*Figure is a historical planning tool
that is not applicable to Downtown West*

FIGURE 2-11-5: POTENTIAL ART PROJECT LOCATIONS

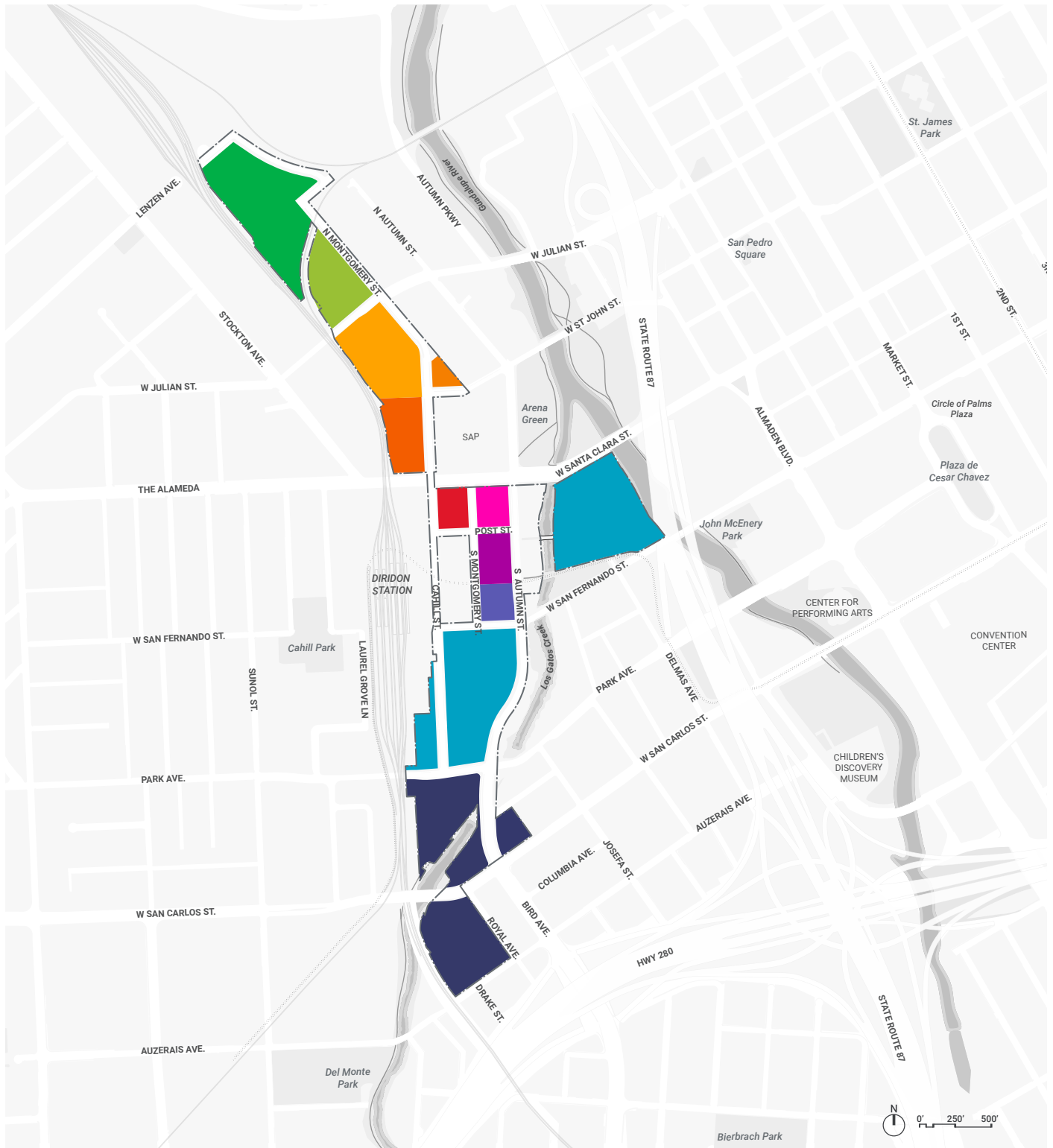


CONCLUSION

Art in the Diridon Station Area will help forge a new dynamic neighborhood for San José, defining and infusing the area with vital “essence and identity” while fostering the spirit of innovation and environmental stewardship. The artwork will make this a landmark destination that reinforces San José’s identity as a center for innovation. Artists working as visionaries and collaborators will apply their talents helping to sculpt and define the public realm, inspiring us and helping us dream.

FIGURE 3-2-1.1: BUILDING HEIGHTS





Legend

— Downtown West

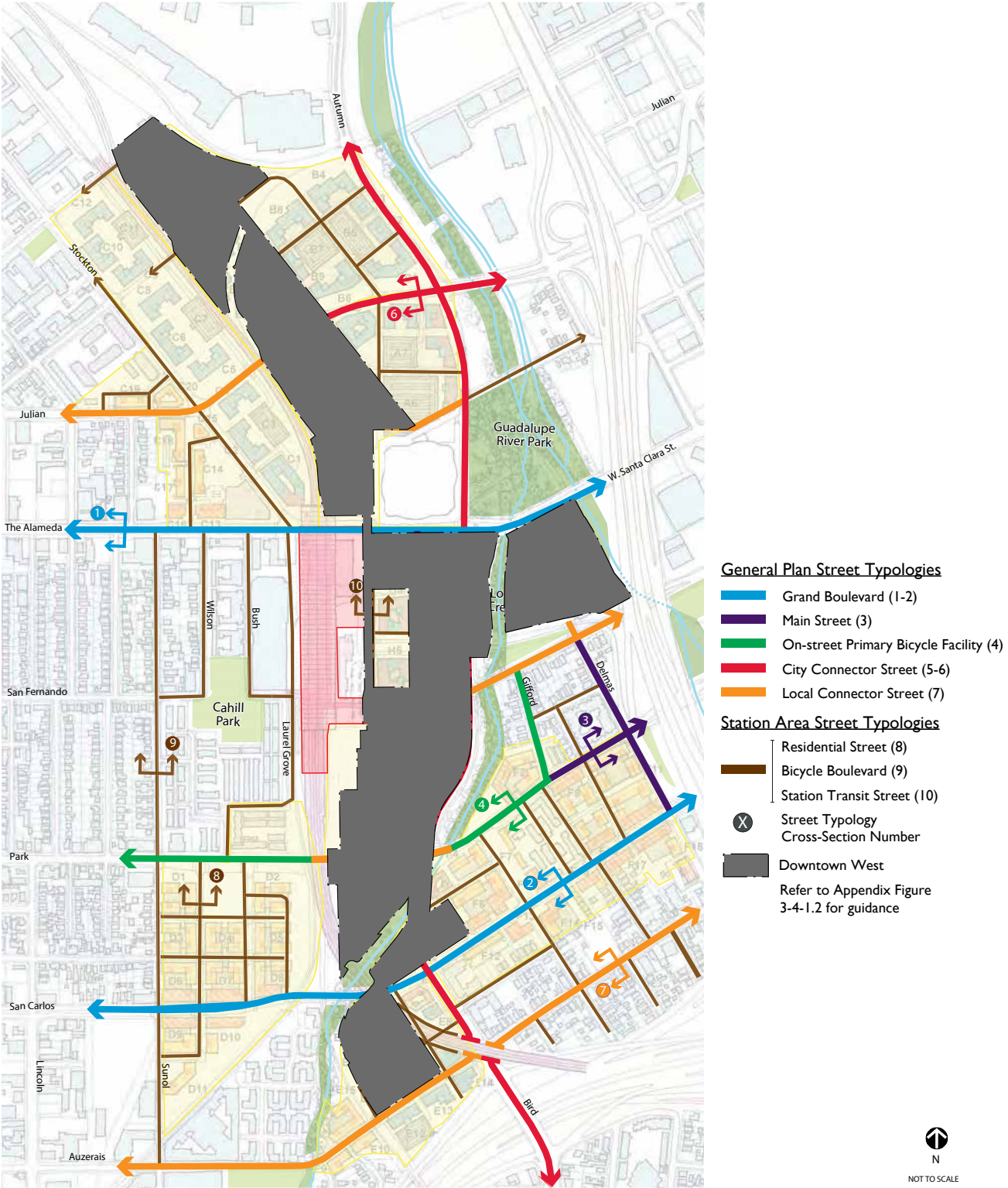
180 feet	255 feet
200 feet	265 feet
215 feet	270 feet
220 feet	280 feet
230 feet	290 feet
245 feet	

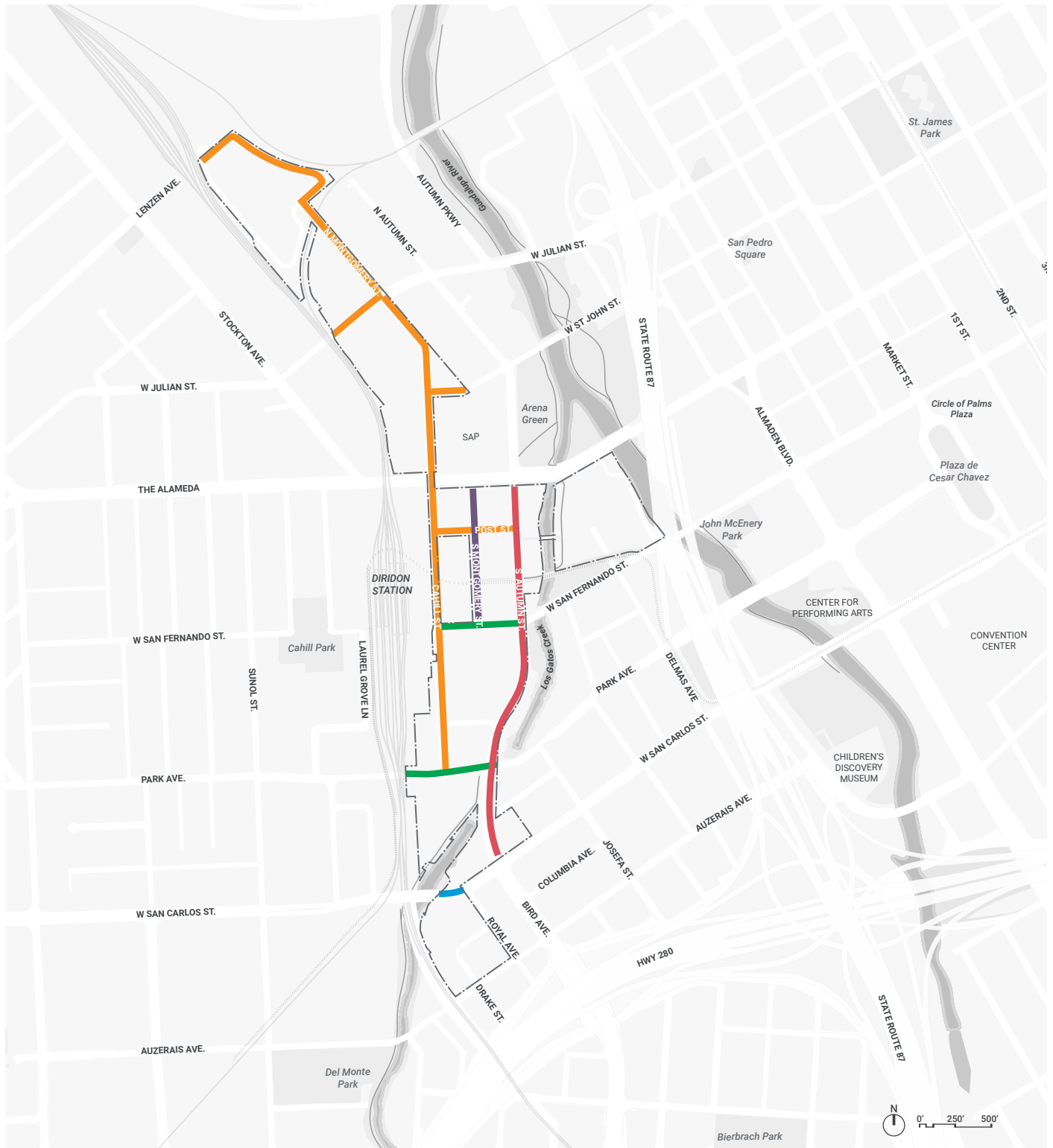
Note: Maximum allowable heights shall be those established by FAA regulations (NAVD88 contours), which are translated into above ground level (AGL) in this figure for reference.

Downtown West Mixed-Use Plan

Appendix Figure 3-2-1.2
Downtown West Building Heights

FIGURE 3-4-1.1 : PROPOSED STREET TYPOLOGIES





Legend

- Downtown West
- Grand Boulevard
- Main Street
- On-street Primary Bicycle Facility
- City Connector Street
- Local Connector Street

Downtown West Mixed-Use Plan

Appendix Figure 3-4-1.2
Downtown West Proposed Street Typologies

FIGURE 3-4-7: UNDERPASSES

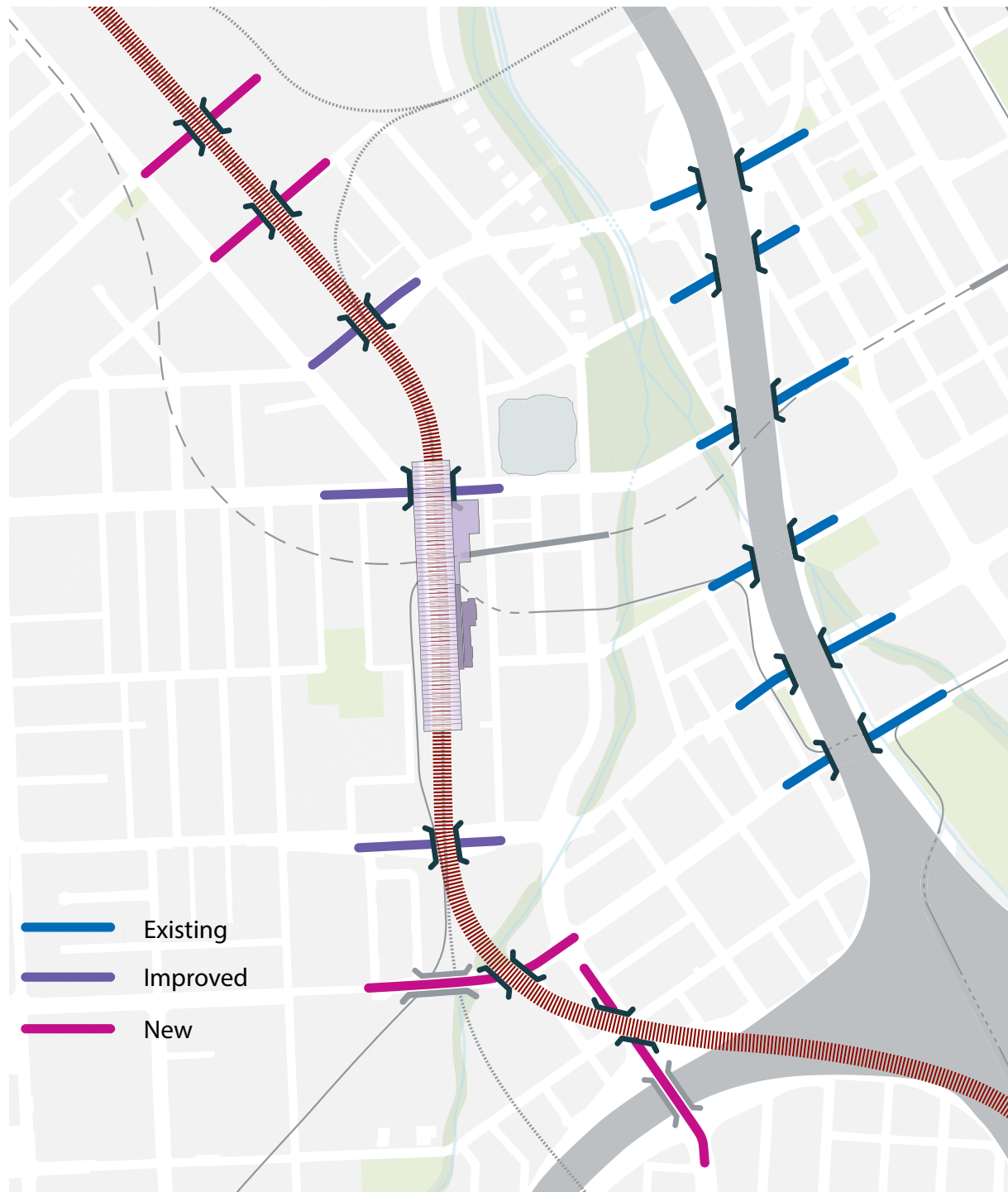
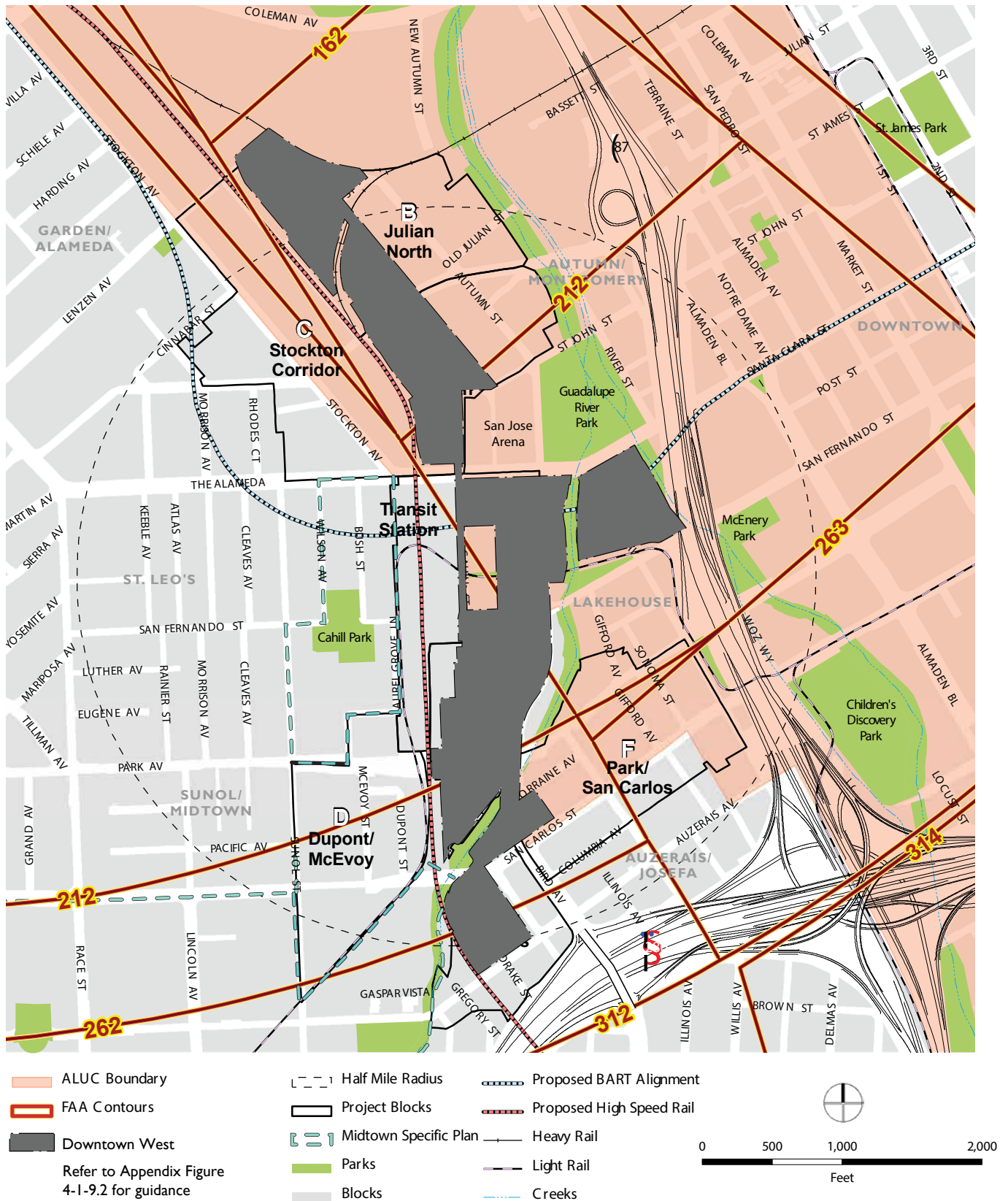


FIGURE 4-1-9.1 : FAA AND ALUC FLIGHT PATH HEIGHT RESTRICTIONS MAP





Legend

- Downtown West
- 20-foot contours
- 5-foot contours
- Area outside the Airport Influence Area (AIA)

Downtown West Mixed-Use Plan

Appendix Figure 4-1-9.2
Downtown West FAA Height Restrictions Map